

USCG MARINE INSPECTION NARRATIVE SUPPLEMENT
DATE JANUARY 10, 2001

3 PAGES TOTAL (INCLUDING COVER)



**US COAST GUARD
PREVENTION & COMPLIANCE DIVISION**

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FAX COVER SHEET

Date: 10JAN01

TO: MR. DON TYRELL

FAX: 202-314-6454

FROM: LT Dan Fitzgerald

RE: PORT IMPERIAL MANHATTAN

Enclosed you will find a draft copy of the Marine Inspection narrative. I support Mr. Boyer's finding and hope to expand upon them in the casualty case.

Dan Fitzgerald

Number of pages including cover sheet 2

MINS

MANHATTAN INSPECTION NARRATIVE SUPPLEMENT

10JAN0

CASE NUMBER / MI00036781 PORT/ NYCM I INSP DATE/ 21NOV00
CONDUCTED AT/ WEEHAWKEN, NEW JERSEY OVERSEAS? (USE COUNTRY CODE)/
LOCATION.... / NY WATERWAYS PROGRESSIVE/ NOTIFY DT/ INSPECTOR/ TK
CERT ACTION / NONE

DRAFT

--- COMMENTS ---

21Nov00: LTjg Brady & I boarded the PORT IMPERIAL MANHATTAN. We were accompanied by NY Waterways representatives Mr. James Silecchia and Mr. Peter Johansen. Also in attendance was Mr. James Becker - an independent Fire Investigator.

We were tracing involved systems which may have been responsible for a catastrophic fire and trying to provide a training opportunity for LTjg Dayton CWO Benson, & CWO Satterfield. Previously, while examining the wiring in the area of the fire, Mr. Becker determined that a cable connection enclosed in a box above the hydraulic reservoir overheated, started the insulation to smoldering and ignited the surrounding cable insulation. This is directly below the natural ventilation which fed air to the fire. This allowed it to burn hot enough to then melt and drop into the bilges. At that point the hydraulic fluid and standing oil ignited. Then the hydraulic tank ignited and the fire was fully involved.

A detailed examination of the cable presented "beading".- evidence of shorting in the cable. At the point of the greatest fire damage the cable was completely burned through. Tracing back from this the beading diminished toward the source. Mr. Becker explained the shorting continued until the fuse: blew out.

Mr. Becker addressed a theory that the ballast for a fluorescent light had overheated. Looking at the PORT IMPERIAL NEW JERSEY as an exemplar; the light was located well away from the source of the fire. Additionally 110 lighting cable and fixture found nearer to the fire source had no evidence of shorting or contributing to the fire.

Based the evidence presented by Mr. Becker, I agree with his theory and support the conclusions as presented.

Note: The vessel is to be hauled at Derecktor Ship in Mamaroneck. I plan to visit the vessel with the owners reps to conduct a damage survey. NY Waterways with their insurance company will determine if the vessel is salvageable and the extent of the work necessary to return the vessel to service.

The damage survey to continue.

CWO4 Kenneth J. Boyer

DRAFT